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1. Derutra, Magdeburg, is located at Sternstrasse 27. The ground floor of the building contains a room with the Derutra switchboard and the office of a representative of the reparations office, Berlin, Hermann Dahl. Dahl controls all Derutra transports carrying reparations goods. The ground floor furthermore contains the offices of the following services but affiliated with Derutra: People's Solidarity, a race course association, and the newspaper Neues Deutschland. The entire second floor is used by Derutra offices. The third floor is the residence of housekeeper Paul Hasker who also works as Derutra messenger.

2. Personnel

a) Russian chief of Derutra Magdeburg is Boris Mikhailovich Gorski. He is about 35 years old, [redacted]

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b) Nikolai Mikhailovich Nezvry is the Derutra bookkeeper. He came to Magdeburg from Berlin in the summer of 1951. In Berlin, he was not affiliated with Derutra. Nezvry is about 45 years old. [redacted]

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These two persons are the only Russians currently employed at Derutra Magdeburg.

3. First chief of Derutra Magdeburg after its re-opening in the postwar period was Ivan Weinikov. He stayed with Derutra until 10 January 1949, [redacted] He was followed by Yuri Ivanovich Krylov who, after a short stay with Derutra Magdeburg, was transferred to Derutra Central Headquarters in Berlin where he still works. He is 29 years old, [redacted]

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 Krylov was followed by (Thu) Kolesnik who left after two months. His successor was Ivan Grigorievich Konin who also stayed only a short time in Magdeburg before he was transferred to the Berlin office of Derutra*.

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 [redacted] He still works as director of Derutra Berlin. Konin was followed by Arkadi Davidovich Chirnov who was succeeded by present director Gorski. Gorski's German deputy is Heinrich Ribbe.

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4. Derutra Magdeburg has the following departments:

- a) Planning department: Receives shipping orders and provides the means of transportation (freight cars, trucks). It stays in permanent contact with Central Headquarters in Berlin, with the reparations office in Berlin and with the Saxony Land government. It also elaborates and forwards to Central Headquarters monthly, quarterly and annual reports. It is manned by two persons who work under Gorski's direct supervision: Günther Cornelius and Lisa Carl.
- b) Expedition department: Handles the shipping of goods. This department is under the supervision of deputy director Heinrich Ribbe. Wilhelm Iseusen is its bookkeeper; his secretary is Ingeborg Rose. The department has the following shipping personnel (Expedienten):

Heinz Günther
 Paul Anhalt
 Karl Ribbe, brother of deputy director Ribbe
 Albert Treu
 Karl Heinz Richter
 Ernst Hahn
 Gerhard Fabienke
 Horst Fritze

Hahn and Fabienke are Aussenerpedienten, i.e., they handle the shipping of goods from points outside Magdeburg. All the others take care of shipping from Magdeburg. Günther and Fritze are assigned as permanent substitutes for Hahn and Fabienke in case either or both should not be working.

- c) Bookkeeping department: Under Nasarov's supervision, includes the following personnel:

Charlotte Koch
 Dora Christoph
 Gisela Hecht
 Gerhard Sauer

- d) Typing Office: Under the supervision of Irmgard Fabienke, wife of Expedient Fabienke, has the following personnel:

Gisela Gogolin
 Herta Müller
 Sigrid Hagemann

- e) The telephone switchboard was operated by Waltraud Laxa until 31 January 1951, when she left to work in Schönebeck. The name of her successor is not known.

- f) Motor Pool: Headed by engineer Kurt Maas. Bookkeeper of the motor pool is Kurt Max; master mechanic, Josef Grässler and its car washer, Otto Heidemann. Chief driver is Karl Strauss who supervises a number of other drivers, among whom are the following:

Wilhelm Franke	Erich Semmler
Hannes Gehrke	Günther Specht
Kurt Kühn	Horst Steller
Ernst Kranzusch	Franz Gabriel
Rudi Zeigel	Felix Demuth

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The motor pool is located opposite the Derutra building in the courtyard of Magdeburg Traffic Police Office, Sternstrasse. It consists of a big hall with a tool shop. Nearby is a house with two more tool shops on the first floor and a bookkeeping office on the second floor. The second floor also has an overnight room for drivers. The motor pool has five sedans. A BMW dark blue to black sedan, [] is for the exclusive use of Gorski and Nesarov. Two BMWs and an Ifa are at the disposition of the Aussenexpedition. Another Ifa is assigned to Kirt Maas. Most of the trucks used by Derutra Magdeburg were 3-ton Chevrolets, which were sold in 1951, when spare parts became rarer. The motor pool had 14 trucks and trailers until the end of 1951, when four of them were sold. It now has two Horch and eight Büssing trucks, each with a trailer. Truck and trailer carry a total load of five to six tons. The trucks are painted blue with white bumberns.

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5. Derutra Magdeburg has a warehouse in the Magdeburg Industriehafen district. It is a hall with an area of about 30 by 70 meters covered by a tile roof. The hall was rented from DSU (Deutsche Schifffahrts- und Umschlagsbetriebe). It is under the supervision of Erich Jähnig who works there from 0900 to 1700 hours every day. A German policeman is on guard at all other times. The warehouse mainly stores products from the Karl Marx (formerly Schäffer und Budenberg) works of Transmasch, Magdeburg, and from AMO works Gerätebau Schönebeck. These two plants have no suitable storage facilities. In most other instances, Derutra ships directly from the plant.
6. Derutra Magdeburg operates exclusively in the area of Reichsbahndirektionsbezirk Magdeburg. It handles the shipping of reparations goods, export and import goods to and from the area of Reichsbahndirektionsbezirk Magdeburg, transient transports passing through this area, and the shipping of goods between any two points in the Soviet Zone. It handles transportation by rail, road and sea, but not by air. The most important of the Magdeburg works whose shipping is handled by Derutra are:

Ernst Thälmann works (formerly Krupp-Cruson) of SAG AMO
 Karl Liebknecht works (formerly Buckau-Tölf) of SAG AMO
 Otto Cruson works of SAG AMO
 Mackensen works of SAG AMO
 Karl Marx works (formerly Schäffer und Budenberg) of SAG Transmasch
 VEB Baubetrieb Börde
 VEB Armaturenfabrik Magdeburg (formerly Polte)
 Zuckerfabrik Magdeburg
 FEB Spritfabrik Magdeburg

7. Among SAG enterprises handled by Derutra Magdeburg but located outside the city, are: SAG Herten, Hettstedt; SAG Marten, Thale; and the Schörebek Works of SAG AMO.
8. Transportation by sea goes via Rostock, Wismar, and Stettin. The goods to be shipped by sea are brought to these ports either by rail or by river barge. Sea transportation is preferable for so-called "mass products", such as sugar, cement, potassium salts, food salt, etc., and for bulky machinery or machine parts which are unsuitable for rail transportation either because of their size or their weight. Rail shipments to Russia go via Brest in Derutra transports. The goods are then reloaded into Russian cars and are then no longer the responsibility of Derutra Magdeburg. Russian firms or services to which most of the Derutra Magdeburg shipments go, are:

Lenwneschtrans	Rasnoexport
Maschinoimport	Rasnoimport
Stankoinport	Promexport

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9. Derutra Magdeburg receives its shipment orders either from the reparations office in Berlin or from individual works. Orders from the reparations office are channeled to Magdeburg through Derutra Central Headquarters in Berlin. In both cases, the order is passed to Derutra Magdeburg on a form, size DIN A4. On this form, the following specifications are given: sender firm, kind of goods to be shipped, destination, number of cars or other means of transportation, type of car (open, covered or special cars as, e.g., air-cooled cars) and several numbers. The numbers are: a serial number (Auftragsnummer) printed on the sheet; an order number (Bestellnummer) typed on it, and a transport number (Transnummer) also typed. A transport number is assigned to every transport. A shipment may, however, include several transports. If Derutra Magdeburg wants to load boxes with different transport numbers into the same car, it must first secure permission from Central Headquarters in Berlin.

The above-mentioned form sheet comes to Derutra Magdeburg in three copies. The original goes from there to the Russian department of Reichsbahndirektion Magdeburg, one copy goes to the German transportation office (Wagenbüro) of the Reichsbahndirektion, and one copy is filed in the Magdeburg Derutra office. After the copies are thus distributed, Derutra Magdeburg gets in touch with the sender firm and arranges the date for the cars to be sent to Magdeburg for loading. It is Derutra's responsibility to see that Reichsbahndirektion Magdeburg dispatches the necessary number of cars to the sender firm. When the firm has finished loading, it reports this fact to Derutra by telephone. Derutra then sends one of its Expedienten to the sender firm (an Ausserenexpedient, if the firm is located outside Magdeburg). The Expedient checks number, weight, labelling, and distribution of the loaded pieces (boxes). He also checks the documentation of the shipment.

Each transport must be accompanied by a Warenbegleitschein; every single box of the load must be accompanied by a Frachtbrief on which the transport number must be indicated. When the Expedient finds the shipment and documentation in order, he applies a Derutra stamp to each Frachtbrief. *** He then puts the entire documentation into a big envelope and glues a piece of paper, listing every document contained in the envelope, on the outside of the envelope, and its loose ends are sealed with a plumb seal. The plumb seal bears a special Derutra mark. The Expedient hands the envelope to the German policeman accompanying the shipment and subsequently releases the shipment. Copies of every accompanying document are taken by the Expedient to Derutra Magdeburg, where they are filed.

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[] Comment:

*Derutra Berlin, operating in the Berlin area, is not identical with Derutra Central Headquarters, Berlin.

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*** [] Comment: Bill of Lading.

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